

Airspeed Limits
(CAS)

| | | | |
|-----------------|--|---------------------|-------------------|
| V _{mo} | (maximum - operating - 22,400 ft. and below | 350K. | <u>equivalent</u> |
| | | <u>KCAS</u> | <u>Mach</u> |
| V _{mo} | (maximum operating - above 22,400 ft.) | | 0.82 |
| V _a | (maneuvering - variable - see FAA approved Airplane Flight Manual | | |
| V _b | (turbulent air penetration) | 230 | 0.82 |
| V _{fe} | (flap extension speeds) | | |
| | <u>Trailing Edge</u> | <u>Leading Edge</u> | |
| | 40% (20°) | 100% (27°) | 200 or 0.45 |
| | 100% (50°) | 100% (27°) | 193 or 0.45 |
| | (Do not extend flaps above 20,000 ft.) | | |
| V _{lo} | (landing gear operating) | 200 | 0.45 |
| V | (*drag chute) | 140 | |
| V | (*thrust reverser actuation) | 175 | |
| | *ground operation only | | |
| V _{mc} | (air minimum control speed) | 100 | |

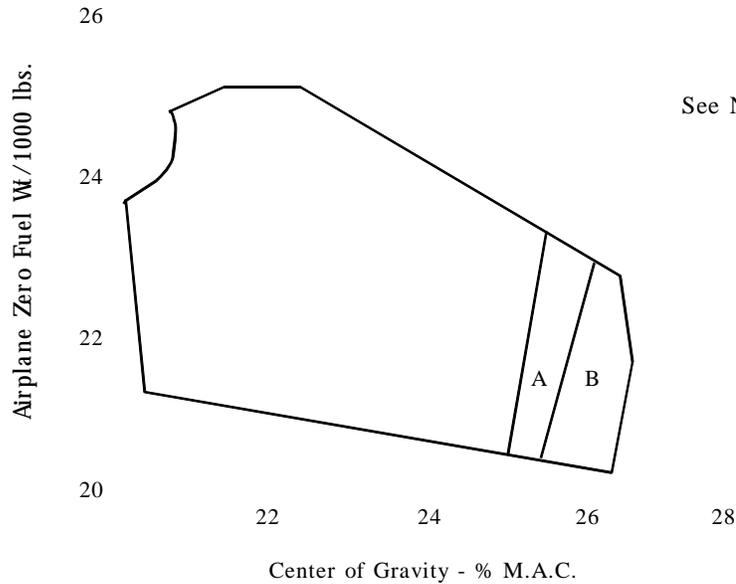
C.G. Range

It is the responsibility of the pilot to assure that the aircraft weight and center of gravity remain within the limits at all times. Data for proper loading and usage of fuel are contained in the approved Airplane Flight Manual.

Center of Gravity Limits
Zero Fuel Weight
Level Attitude, Gear Down

See Approved Airplane Flight Manual for Complete C.G. Envelope

A & B - Additional loading conditions.
See Airplane Flight Manual.



Gear retraction

Moment change due to landing gear retraction is -7,200 in./lbs.

| | | | |
|------------------------|----------|-------------|---|
| <u>Maximum Weights</u> | Ramp | 41,500 lbs. | see Flight Manual |
| | Take-off | 40,921 lbs. | see NOTE 1 |
| | Landing | 30,000 lbs. | |
| | | 35,000 lbs. | S/N 5066 and up, and lower S/Ns incorporating Service Bulletin 329-157 |

(Fuel jettison system required for operation in excess of maximum landing weight - See NOTE 1(f))

| | | |
|---------------|-------------|----------------|
| Zero fuel wt. | 23,500 lbs. | see c.g. range |
| | 23,700 lbs. | see NOTE 1(d) |
| | 24,500 lbs. | see NOTE 1(d) |
| | 25,000 lbs. | see NOTE 1(d) |

All weight in excess of maximum zero fuel weight must consist of usable fuel. All weight in excess of maximum landing weight must consist of jettisonable fuel.

Minimum Crew Two (2) - Pilot and Co-Pilot

Maximum Passengers Ten (10)

Maximum Baggage Cabin baggage compartment at F.S. 241-310, centroid F.S. 279, maximum capacity 730 lbs.

| <u>Area</u> | <u>Capacity</u> | | <u>Maximum Loading</u> | |
|--------------|-----------------|-------------------|------------------------|-----------------|
| | <u>(lbs.)</u> | <u>(lbs./ft.)</u> | <u>lbs./ft.</u> | <u>lbs./ft.</u> |
| Side shelf | 300 | 60 | 12 | |
| Middle shelf | 160 | 30 | 6 | |
| Top shelf | 70 | 20 | 3 | |
| Floor | 200 | 60 | 10 | |

Fuel Capacity S/Ns 5001, 5002, and 5004 through 5040

| <u>Tank</u> | <u>Usable Fuel</u> | | <u>Total Fuel</u> | | |
|----------------|--------------------|-------------|-------------------|-------------|------------|
| | <u>lbs.</u> | <u>gal.</u> | <u>lbs.</u> | <u>gal.</u> | <u>Arm</u> |
| 1 (outboard) | 2415 | 350 | 2561 | 371 | 518.9 |
| 2 (inboard) | 2587 | 375 | 2673 | 388 | 463.0 |
| 3 (inboard) | 2587 | 375 | 2673 | 388 | 463.0 |
| 4 (outboard) | 2415 | 350 | 2561 | 371 | 518.9 |
| Left external | 3898 | 565 | 3920 | 568 | 468.9 |
| Right external | <u>3898</u> | <u>565</u> | <u>3920</u> | <u>568</u> | 468.9 |
| Total | 17800 | 2580 | 18308 | 2654 | |

Fuel weights are based on fuel density of 6.9 lbs. per gal.

S/Ns 5003, 5041, and up, and those complying with Lockheed Service Bulletin No. 329-70

| <u>Tank</u> | <u>Usable Fuel</u> | | |
|----------------|--------------------|-------------|------------|
| | <u>lbs.</u> | <u>gal.</u> | <u>Arm</u> |
| 1 (outboard) | 2587 | 375 | 518.9 |
| 2 (inboard) | 2691 | 390 | 463.0 |
| 3 (inboard) | 2691 | 390 | 463.0 |
| 4 (outboard) | 2587 | 375 | 518.9 |
| Left external | 3899 | 565 | 468.9 |
| Right external | <u>3899</u> | <u>565</u> | 468.9 |
| Total | 18354 | 2660 | |

Usable fuel weights shown are structural limitations.

Maximum usable fuel weight - 18,354 lbs., except as limited by take-off gross weight.

See NOTE 1 (c) for system fuel, including unusable fuel, NOTE 1(e) for fuel loading and usage procedures, and NOTE 1(f) for undumpable fuel.

Oil Capacity Four (4) engine-mounted tanks. Capacity for each 7.5 lbs. usable, total 11.25 lbs. Capacity for all, 30 lbs. usable, total 45 lbs., Arm 594.0. Oil weight based on 7.5 lbs. per gallon.

See NOTE 1 (c) for system oil.

Maximum operating altitude 43,000 ft.

Other operating limitations See FAA approved Airplane Flight Manual.

Serial Numbers Eligible 5001 through 5092; 5094 through 5096 and 5121

II. - Model 1329-23E, JetStar (-8 Version) (transport aircraft) approved June 6, 1967. (see NOTE 4 for explanation of Model configuration)

Engines Four (4) Pratt & Whitney turbojet JT12A-8 Engine Type Certificate No. 1E9.

Fuel Commercial aircraft turbine fuel conforming to P&WA Specification No. 522 as revised. (See NOTE 10 for fuel additives.)

Lubricating Oil P & WA Turbine Engines Service Bulletin No. 238 lists approved oils.

Engine Limits Static, standard day, sea level:

| | |
|----------------------|-----------|
| Take-off (5 minutes) | 3300 lbs. |
| Maximum continuous | 3000 lbs. |

Maximum permissible engine rotor operating speed 16,700 rpm (105% using .264:1 ratio alternate tachometer pad)

Maximum permissible temperatures:

| | | |
|-----------------------------|-------|--------|
| <u>Turbine outlet - gas</u> | | |
| Takeoff (5 minutes) | 718°C | 1325°F |
| Maximum continuous | 655°C | 1210°F |
| Starting (momentary) | 525°C | 977°F |

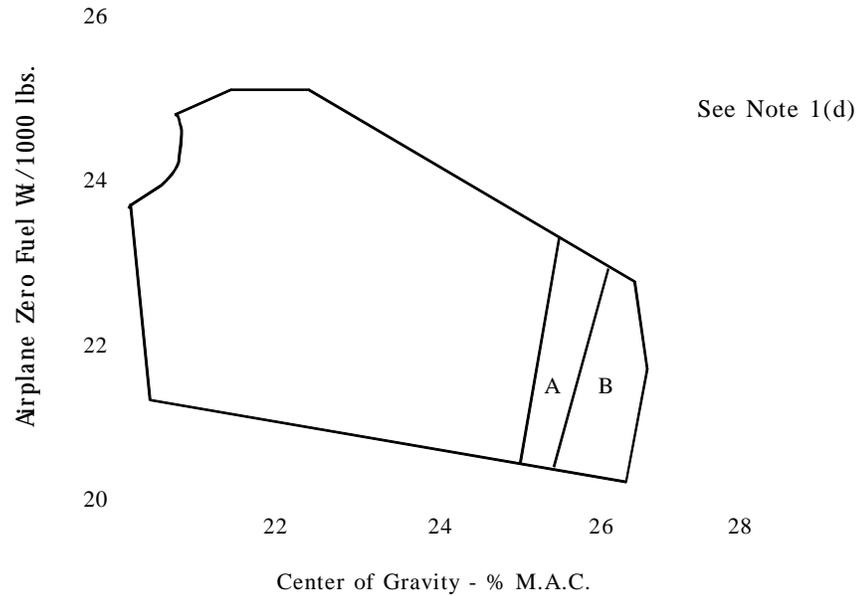
| | | |
|------------------|-------|-------|
| <u>Oil inlet</u> | 121°C | 250°F |
|------------------|-------|-------|

Airspeed Limits
(CAS)

| | | |
|--|------------------------|---------------------|
| V _{mo} (maximum - operating - 22,400 ft. and below | 350K. | <u>equivalent</u> |
| | <u>KCAS</u> | <u>Mach</u> |
| V _{mo} (maximum operating - above 22,400 ft.) | | 0.82 |
| V _a (maneuvering - variable - see FAA approved Airplane Flight Manual | | |
| V _b (turbulent air penetration) | 230 | or 0.82 |
| V _{fe} (flap extension speeds) | | |
| | <u>Trailing Edge</u> | <u>Leading Edge</u> |
| | 40% (20°) | 100% (27°) |
| | 100% (50°) | 100% (27°) |
| | 200 | or 0.45 |
| | 193 | or 0.45 |
| (Do not extend flaps above 20,000 ft.) | | |
| V _{lo} (landing gear operating) | 200 | or 0.45 |
| V (*drag chute) | 140 | |
| V (*thrust reverser actuation) | 175 | |
| | *ground operation only | |
| V _{mc} (air minimum control speed) | 100 | |

Center of Gravity Limits
Zero Fuel Weight
Level Attitude, Gear Down
See Approved Airplane Flight Manual for Complete c.g. Envelope

A & B - Additional loading conditions.
See Airplane Flight Manual.



Gear retraction

Moment change due to landing gear retraction is -7,200 in./lbs.

C.G. Range

It is the responsibility of the pilot to assure that the aircraft weight and center of gravity remain within the limits at all times. Data for proper loading and usage of fuel are contained in the approved Airplane Flight Manual.

Maximum weights

| | | |
|----------|-------------|------------|
| Ramp | 42,500 lbs. | see AFM |
| Take-off | 42,000 lbs. | see NOTE 1 |
| Landing | 35,000 lbs. | |

(Fuel jettison system required for operation in excess of maximum landing weight - see NOTE 1(f))

Zero fuel wt. 25,000 lbs.

All weight in excess of maximum zero fuel weight must consist of usable fuel. All weight in excess of maximum landing weight must consist of jettisonable fuel.

Minimum Crew

Two (2) - Pilot and Co-Pilot

Maximum Passengers Ten (10)

Maximum Baggage Cabin baggage compartment at F.S. 241-310, centroid F.S. 279, maximum capacity 730 lbs.

| <u>Area</u> | <u>Capacity (lbs.)</u> | <u>Maximum Loading</u> | |
|--------------|------------------------|------------------------|-----------------|
| | | <u>(lbs./ft.)</u> | <u>lbs./ft.</u> |
| Side shelf | 300 | 60 | 12 |
| Middle shelf | 160 | 30 | 6 |
| Top shelf | 70 | 20 | 3 |
| Floor | 200 | 60 | 10 |

| <u>Tank</u> | <u>Usable Fuel</u> | | |
|----------------|--------------------|-------------|------------|
| | <u>lbs.</u> | <u>gal.</u> | <u>Arm</u> |
| 1 (outboard) | 2587 | 375 | 518.9 |
| 2 (inboard) | 2691 | 390 | 463.0 |
| 3 (inboard) | 2691 | 390 | 463.0 |
| 4 (outboard) | 2587 | 375 | 518.9 |
| Left external | 3899 | 565 | 468.9 |
| Right external | <u>3899</u> | <u>565</u> | 468.9 |
| Total | 18354 | 2660 | |

Usable fuel weights shown are structural limitations.

Maximum usable fuel weight - 18,354 lbs., except as limited by take-off gross weight.

See NOTE 1 (c) for system fuel, including unusable fuel, NOTE 1(e) for fuel loading and usage procedures, and NOTE 1(f) for undumpable fuel.

Oil Capacity Four (4) engine mounted tanks. Capacity for each, 7.5 lbs. usable, total 11.25 lbs. Capacity for all, 30 lbs. usable, total 45 lbs., arm 594.0 Oil weight based on 7.5 lbs./gal. See NOTE 1(c) for system oil.

Maximum operating altitude 43,000 ft.

Other operating limitations See FAA approved Airplane Flight Manual.

Serial Numbers Eligible 5093, 5097 through 5120 and 5122 and up.

III. - Model 1329-25 JetStar II (transport aircraft) approved December 14, 1976. (see NOTE 4 for explanation of model configuration)

Engines Four (4) AiResearch TFE731-3-1F turbo fan.
Engine Type Certificate E6WE

Fuel Commercial aviation turbine fuel conforming to AiResearch Specification EMS 53111 (Jet A), 53112 (Jet A-1) and 53116(JP-5).
These conform to the requirements of ASTM D 1655-70 Type A, ASTM D 1655-70 Type A-1, MIL-T-83133, Grade JP-8, and MIL-T-5624H Grade JP-5, respectively. (See NOTE 10 for additives.)

Lubrication Oil Oil which meets the requirements of AiResearch Specification EMS 53110 Type II.

Engine Limits Static, standard day, sea level:
Take-off (5 minutes) 3700 lbs.
Maximum continuous 3700 lbs.

Maximum permissible engine rotor operating speed:
N1 21,000 rpm, (101.5%), N2 29,622 rpm (100%). Overspeed limits for 1 minute duration are 103% for both N1 and N2. NOTE: 105% is approved limit for engine, but if this is exceeded, the engine must be removed and sent to authorized overhaul/repair station.

Maximum permissible temperatures:

Interstage Turbine Temperature (ITT)

Take-off (5 minutes) 907°C

Maximum continuous 885°C

Starting (momentary) 907°C

Oil inlet (Sea level to 30,000 ft.)

Fan Gearbox inlet 127°C

Oil inlet (Above 30,000 ft.)

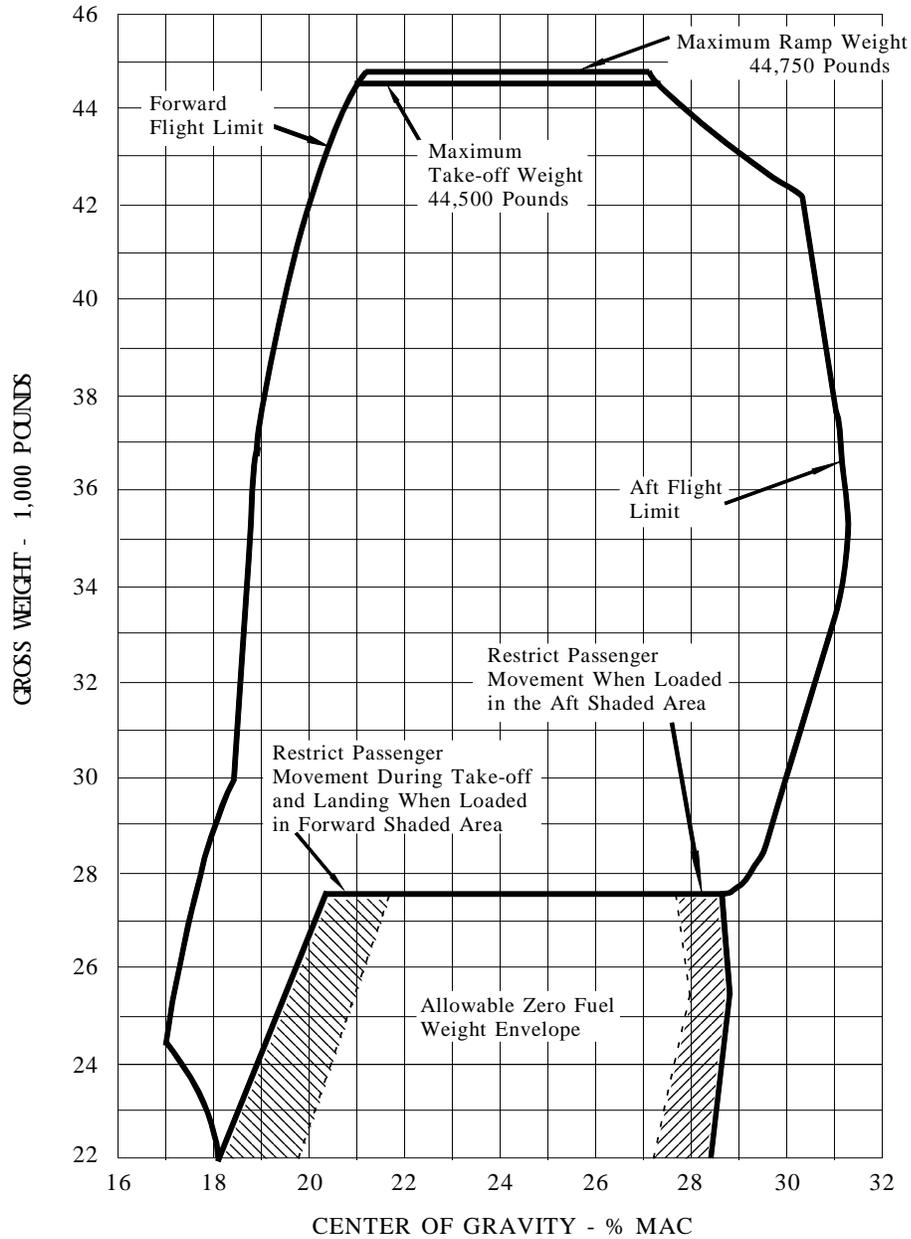
Fan Gearbox inlet 140°C

Airspeed Limits
(CAS)

| | | <u>KCAS</u> | <u>Mach</u> |
|----------|--|-------------|-------------------|
| V_{mo} | (maximum - operating - 22,400 ft. and below) | <u>350K</u> | <u>equivalent</u> |
| V_{mo} | (maximum operating - above 22,400 ft.) | | 0.82 |
| V_a | (maneuvering - variable - see FAA approved Airplane Flight Manual) | | |
| V_b | (turbulent air penetration) | 230 | or 0.82 |
| V_{fe} | (flap extension speeds) (Do not extend flaps above 20,000 ft.) | 200 | or 0.45 |
| V_{lo} | (landing gear operating) (Do not operating above 20,000 ft.) | 200 | or 0.45 |
| V | (*thrust reverser actuation) (ground operation only) | 180 | |
| V_{mc} | (air minimum control speed) | 103 | |

C.G. Range

It is the responsibility of the pilot to assure that the aircraft weight and center of gravity remain within the limits at all times. Data for proper loading and usage of fuel are contained in the approved Airplane Flight Manual and the Jet Star Handbook of Weight and Balance Data.



Maximum Weights

| | | |
|----------|-------------|-------------------|
| Ramp | 44,750 lbs. | see Flight Manual |
| Take-off | 44,500 lbs. | see NOTE 1 |
| Landing | 36,000 lbs. | |

(Fuel jettison system required for operation in excess of maximum landing weight - see NOTE 1(f))

Maximum zero fuel weight 27,500 lbs.

All weight in excess of maximum zero fuel weight must consist of usable fuel.

Minimum crew

Two (2) - Pilot and Co-Pilot

Maximum Passengers Ten (10)

Maximum Baggage Cabin baggage compartment at F.S. 241-310, centroid F.S. 279, maximum capacity 730 lbs.

| <u>Area</u> | <u>Capacity</u> | | <u>Maximum Loading</u> | |
|--------------|-----------------|--|------------------------|-----------------|
| | <u>(lbs.)</u> | | <u>(lbs./ft.)</u> | <u>lbs./ft.</u> |
| Side shelf | 300 | | 60 | 12 |
| Middle shelf | 160 | | 30 | 6 |
| Top shelf | 70 | | 20 | 3 |
| Floor | 200 | | 60 | 10 |

| <u>Tank</u> | <u>Usable Fuel</u> | | <u>Total Fuel (Inc. Trapped & Unusable)</u> | | |
|------------------------------|--------------------|-------------|---|-------------|-------------|
| | <u>lbs.</u> | <u>gal.</u> | <u>Arm</u> | <u>lbs.</u> | <u>gal.</u> |
| 1 (outboard) | 2587 | 375 | 523.2 | 2667 | 387 |
| 2 (inboard) | 2691 | 390 | 464.7 | 2764 | 400 |
| 3 (inboard) | 2691 | 390 | 464.7 | 2764 | 400 |
| 4 (outboard) | 2587 | 375 | 523.2 | 2667 | 387 |
| Left external | 3988 | 578 | 458.6 | 4035 | 585 |
| Right external | 3988 | 578 | 458.6 | 4035 | 585 |
| Piping & valves (trapped) | | | | 53 | 8 |
| Total | 18532 | 2686 | | 18985 | 2754 |

Fuel weights are based on fuel density of 6.9 lbs. per gallon.

Usable fuel weights shown are structural limitations.

Usable fuel weight = 18,532 lbs., except as limited by take-off gross weight.

See NOTE 1(c) for system fuel, including unusable fuel, NOTE (e) for fuel loading and usage procedures, and NOTE 1 (f) for undumpable fuel.

Oil Capacity Four (4) engine-mounted tanks. Capacity for each, 3.85 lbs. usable, total 11.6 lbs. Capacity for all, 15.4 lbs. usable, total 46.4 lbs., Arm 531.7 (usable)

Oil weight based on 7.7 lbs. per gallon.

See NOTE 1(c) for system oil.

Maximum operating altitude 43,000 ft.

Other operating limitations See FAA approved Airplane Flight Manual dated December 14, 1976, or later approved revisions.

Serial Numbers Eligible 5201 and subsequent

DATA PERTINENT TO ALL MODELS

Datum 94.0" forward of nose. Wing jack points are at Fuselage Station 519.95.

M.A.C. 131.15"; leading edge M.A.C., F.S. 445.1.

Leveling Means A plumb-bob attachment is located overhead in the cabin at F.S. 450. A leveling plat is attached to the lower frame under the walkway at F.S. 450. Jack airplane by nose and wing points only. See Lockheed Drawing JF 295.

Control surface movements Control surface movements, and rigging instructions for the following systems, are shown on the indicated FAA approved Lockheed Drawings.

| Surface/System | Model 1329-23 Drawing | Model 1329-25 Drawing |
|--|--------------------------|--------------------------|
| Aileron | JC482 | JC482 |
| Aileron Trim Tab | JC485 | JC485 |
| Brakes | JL450 | JL450 |
| Drag Chute | JC489 | --- |
| Elevator | JC483 | JC483 |
| Emergency Landing Gear | JC491 | JC510; JC511 |
| Flaps | JW417 | JW417 |
| Horizontal Stabilizer (Pitch Trim) | JC486 | JC486 |
| Landing Gear - Nose | JL302 | JL521 |
| Landing Gear - Main | JL301 | JL520 |
| Nose Wheel Steering | JC490 | JC490 |
| Rudder | JC484 | JC484 |
| Rudder Trim | JC487 | JC487 |
| Throttle | JC488 | JC805 |
| Stick Pusher (for 1329-25) (S/N 5216 & up) (S/N 5201-5215) | JC784 | JC785 |

Certification Basis

Model 1329-23 series

CAR 4b dated December 31, 1953, and Amendments 4b-1 through 4b-9 together with SR-422B and the special conditions contained in an FAA letter to Lockheed dated December 19, 1958, as revised by an FAA letter to Lockheed dated January 10, 1961.

Compliance with the following optional requirements has been established: Ditching provisions, CAR 4b.361; Ice Protection, CAR 4b.640.

Application for Type Certificate dated September 4, 1958.

Type Certificate No. 2A15 issued on August 28, 1961.

Model 1329-25 series

Civil Air Regulation (CAR 4b dated December 31, 1953, including Amendments 4b-1 through 4b-9; SR422B; Special Condition contained in FAA letter to Lockheed dated December 19, 1958, as revised by FAA letter to Lockheed dated January 10, 1961; and the following sections of Federal Aviation Regulation 25 through Amendment 25-32, effective May 1, 1972, in lieu of the referenced CAR 4b Regulations; FAR 25.367, ref. CAR 4b.216(a); FAR 25.571(d), ref. CAR 4b.470; FAR 25.865, Ref. CAR 4b.401(b) and 4b.490; FAR 25.1041, ref. CAR 4b.450; FAR 25.1043, ref. CAR 4b. 451; FAR 25.1045, ref. CAR 4b.452, and 4b.453; FAR 25.1093(b), ref. CAR 4b.461(a) and (c); FAR 25.1143, ref. CAR 4b.471; FAR 25.1182, ref. CAR 4b. 480(c); FAR 25.1189, ref. CAR 4b.482; FAR 25.1521, ref. CAR 4b. 718; FAR 25.933(a) and (d); FAR 25.934; FAR 25.1091.

FAR 21.93(b), FAR 21.101(a), (b); FAR 36.2(b), FAR 36 including Amendment 36-1, SFAR 27-1.

Equivalent Safety Findings: CAR 4b.160 and 4b. 161.

Compliance with the following optional requirements has been established:

Ditching provisions CAR 4b.361

Type Certificate No. 2A15 issued on August 28, 1961, and Amended Type Certificate issued on December 14, 1976.

Production Certificate No. 205

Production Basis

Required equipment The basic required equipment, as prescribed in the applicable airworthiness regulations (see the Certification Basis), must be installed in the aircraft for certification. Lockheed Report No. ER-4425, for the Model 1329-23 series or Report LG76ER0162 for the Model 1329-25 "Master Equipment List, Model 1329," contains a list of all required equipment that must be installed, as well as optional equipment installations approved by FAA. Required and optional equipment for individual aircraft will be specified in the JetStar Handbook of Weight and Balance Data.

Service information The Lockheed Model 1329 operations and maintenance instructions, service bulletins, and other service information, when FAA approved, will carry a statement to that effect.

- NOTE 1.
- (a) Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system. Approved weight and balance data is contained in the Jet Star Handbook of Weight and Balance Data.
 - (b) The airplane must be loaded so that the (zero fuel weight) c.g. is within the specified limits at all times (reference c.g. range).
 - (c) The weight of system fuel and oil as defined below, and hydraulic fluid, must be included in the airplane empty weight.

System fuel: The weight of all fuel required to fill all lines and tanks up to the zero fuel point on the fuel gauges in level flight attitude (3 degrees and 30 minutes nose-up). This includes the unusable fuel as defined by CAR 4b.416.

Model 1329-23 series
S/Ns 5001, 5002, and 5004 through 5040

Unusable (drainable from tank drains)

| <u>Tank</u> | <u>gal.</u> | <u>*lbs.</u> | <u>Arm</u> |
|----------------|-------------|--------------|------------|
| 1 (outboard) | 21.1 | 146.0 | 447.5 |
| 2 (inboard) | 12.5 | 86.0 | 486.0 |
| 3 (inboard) | 12.5 | 86.0 | 486.0 |
| 4 (outboard) | 21.1 | 146.0 | 447.5 |
| Left external | 3.1 | 21.0 | 530.0 |
| Right external | <u>3.1</u> | <u>21.0</u> | 530.0 |
| Total | 73.4 | 506.0 | (467.4) |

Trapped fuel
(total undrainable) 25.1 173.0 511.0

*Fuel weights are based on a fuel density of 6.9 lbs./gal.

Model 1329-23
S/Ns 5003, 5041, and up, and aircraft in compliance with Service Bulletin No. 329-70

Unusable (drainable from tank drains)

| <u>Tank</u> | <u>gal.</u> | <u>*lbs.</u> | <u>Arm</u> |
|----------------|-------------|--------------|------------|
| 1 (outboard) | 10.1 | 69.7 | 447.5 |
| 2 (inboard) | 9.1 | 62.8 | 486.0 |
| 3 (inboard) | 9.1 | 62.8 | 486.0 |
| 4 (outboard) | 10.1 | 69.7 | 447.5 |
| Left external | 3.1 | 21.0 | 530.0 |
| Right external | <u>3.1</u> | <u>21.0</u> | 530.0 |
| Total | 44.6 | 307.0 | (474.5) |

Trapped fuel
(total undrainable) 25.1 173.0 511.0

Model 1329-25, S/N 5201 and up

Unusable (drainable from tank drains)

| <u>Tank</u> | <u>gal.</u> | <u>*lbs.</u> | <u>Arm</u> |
|----------------|-------------|--------------|------------|
| 1 (outboard) | 10.1 | 69.7 | 447.5 |
| 2 (inboard) | 9.1 | 62.8 | 486.0 |
| 3 (inboard) | 9.1 | 62.8 | 486.0 |
| 4 (outboard) | 10.1 | 69.7 | 447.5 |
| Left external | 2.8 | 19.6 | 510.5 |
| Right external | <u>2.8</u> | <u>19.6</u> | 510.5 |
| Total | 44.0 | 304.0 | (474.0) |

Trapped fuel

| | | | |
|----------------------------|------|-------|-------|
| <u>(total undrainable)</u> | 21.5 | 148.6 | 478.3 |
|----------------------------|------|-------|-------|

* Fuel weights are based on a fuel density of 6.9 lbs./gal.

System Oil (including unusable): The weight of oil remaining in the engines, tanks and lines after subtracting the usable oil from the total capacity: 3.75 lbs. each, 15 lbs. total, arm 594.0. System oil and all hydraulic fluid must be included in the airplane empty weight.

- (d) Zero fuel weight of 23,700 lbs. approved when interior modifications conform to the criteria of Lockheed Report ER-5500M, revised February 2, 1962.

Zero fuel weight of 24,500 lbs. approved when interior modifications conform to the criteria of Lockheed Report ER-5500M, revised August 15, 1963, and when structural modifications are incorporated in accordance with Lockheed Service Bulletin No. 329-138 dated August 30, 1963.

Zero fuel weight may be increased to 25,000 lbs. after incorporation of the provisions of Lockheed Service Bulletin No. 329-138B dated December 1965 for the Model 1329-23 series airplanes.

Zero fuel weight of 27,500 lbs. approved when interior modifications conform to the criteria of Lockheed Report ER-5500M-II, revised February 8, 1977, for the Model 1329-25 series airplanes.

- (e) Fuel loading and usage procedures are dictated by structural design, and to maintain airplane c.g. within approved limits.

Refer to FAA approved Airplane Flight Manual for take-off, landing, and normal fuel distribution limitations, normal fuel system management, and fuel system malfunction procedures.

Fuel must be loaded symmetrically about the airplane centerline.

Any landing with more than 500 lbs.* of fuel in either external tank must be considered an overweight landing and an overweight landing inspection must be accomplished.

*2,250 lbs., S/N 5066 and up, and lower S/Ns incorporating JetStar Service Bulletin No. 329-157. This limitation also applies to S/N 5201 and up.

- (f) Fuel jettison capability must be available for operation of the airplane in excess of the maximum landing weight. The unjettisonable fuel must be included in the airplane landing weight. The amount of usable fuel remaining in the tanks after complete jettisoning is as follows:

| | |
|-----------------------|--------------------------------------|
| Tanks 1, 2, 3, and 4: | 1,000 lbs. each, Total 4,000 lbs. |
| External tanks: | None |

NOTE 2. Placards and markings must be in accordance with Lockheed Drawing JG387, for the Model 1329-25.

NOTE 3. All replacement seats (crew, passenger, and lounge seats), although they may comply with TSO-C39, must also be demonstrated to comply with CAR 4b.358(c). Other installations, such as berths, buffets, and compartments or items of mass which could create a hazard to the safety of passengers and crew, must also be demonstrated to meet the same requirements.

NOTE 4. The basic model number of the aircraft is 1329. The nameplate contains two sets of additional numbers, the first set represents the engine and the second set represents the type of interior on initial issue of the standard airworthiness certificate.

Examples:

1. 1329-23A-000 contains JT12A-6 engines and is a two-place aircraft with no interior.
2. 1329-23A-001 contains JT12A-6 engines and is a ten-place aircraft with a Lockheed standard interior.
3. 1329-23D-000 contains JT12A-6A engines and is a two-place aircraft with no interior.
4. 1329-23E-00 contains JT12A-8 engines and is a two-place aircraft with no interior.
5. 13329-25 contains TFE731-3 engines and is a two-place aircraft with no interior.

NOTE 5. Main tank fuel boost pumps, Lockheed P/Ns JP 1000-5 or -8, Lear P/Ns RR 12040B or RR12040E, must be removed from the aircraft and returned to the pump manufacturer for inspection after each 300 hours of flying time in accordance with Lockheed Service Letter 329-2035. When main tank fuel boost pumps, Lockheed P/Ns JP 1000-7 or -9, Lear P/Ns RR 12040D or RR 12040F, are installed, the approved time between overhaul is 2000 hours.

NOTE 6. Approved engines are eligible with or without Pratt and Whitney change EC110181 (Aves kit) for the Model 1329-23 series airplanes.

- NOTE 7.
- (a) JT12A-6 and JT12A-6 engines may be intermixed on all Model 1329 aircraft, provided the engine limits and performance data for the JT12A-6 engine are used for all engines.
 - (b) The JT12A-6 engine is eligible for use on S/Ns 5001 through 5092 and 5094 through 5096.
 - (c) The JT12A-6A engine is eligible for use on S/Ns 5001 through 5045 at the power and temperature limits of the JT12A-6.
 - (d) The TJ12A-6A engine is eligible for use on S/Ns 5001 through 5045 at the power and temperature limits of the JT12A-6A after incorporation of JetStar Service Bulletin 329-147A dated April 17, 1964.
 - (e) The JT12A-6A engines are eligible for use on S/Ns 5046 through 5092, 5094 through 5096, and 5121.

NOTE 9. (a) The JT12A-8 engines are eligible for use on S/Ns 5001 through 5092; 5094 through 5096 when installed in accordance with JetStar Service Bulletin 329-242 dated July 25, 1967..

NOTE 10. The following fuel additives are approved for use:

SOHIO Biobor JF biocide additive, or equivalent at a concentration not to exceed 20 ppm of elemental Boron.

Shell ASA-3 Anti-Static additive, or equivalent, in amounts to bring the fuel up to 300 conductivity units, as long as the quantity added does not exceed 1 ppm.

MIL-I-27686D or E Inhibitor, Icing, Fuel System, or Phillipps PFA-55MB, or equivalent is approved for use in the fuel in amounts not to exceed 0.15 percent by volume.

...END...